Why the Great Eastern Failed-Steamers of Greater Length and Much Greater Speed for the Atlantic.

Old chroniclers tell us that four hundred years ago the people "who went down to the sea in ships" did a good deal of going down in it. The gain in safety, speed and comfort during these four centuries, both for mariners and passengers, has been enormous. Aside from the improvements in ships themselves the accessories of navigation have been vastly bettered. Even on the coasts of Europe Columbus and his contemporaries had no charts to guide them—that is, as we understand the term now. The "wheel charts" of that day simply gave rough approximations of the coast line and of the courses between prominent points, and these latter were only to be derived, not directly given. Shoals were not laid down in the area, nor in exact position. The useful legend was "hereabouts a dangerous reef," or something similar. The extant, chronometer and nautical tables (except of the rudest sort) had yet to be devised. The mariner's compass was still a very crude affair and very imperfectly understood.

Turning to the vessel herself, we find charts to guide them-that is, as we un-

Turning to the vessel herself, we find that she was small, in average dimen-sions not exceeding those of the smaller class of New England fishing schooners, class of New England fishing schooners, though of very different model, both above and below water. The bottom was not coppered, rapidly fouled with weeds and other marine growth, and this growth was rarely removed from lack of facilities for doing so. The set of the sails, on the larger craft especially, was rarely such as to admit of beating to windward. This defect alone often rendered with the control of a hundred wiles or so. red a voyage of a hundred miles or so an affair of weeks.

Seagoing commerce had not yet reached very great proportions, and it is therefore not remarkable that, in the fifteenth and sixteenth centuries, men-of-war led mer-chant craft in point of size. The general character of the line-of-battle ship developed in the sixteenth century remained practically unchanged until the advent of steam, and even overran that point by fifty years, as may be seen by inspection

havy in 1859. The chief changes observa-ble in the seventeenth and eighteenth cen-turies were the gradual reduction in height of poop and forecastle, increased loftiness of spars, depth of hull and gen-eral improvement in symmetry. But whether a sense of the beautiful had any-

thing to do with the alteration is un-known-probably not much.

The fact is, the fashion in ships has

changed no less completely than the fash-ion in dress. We no longer look upon the hideous hoop distended skirts of thirty

years ago with approval, preferring in-stead dresses which more nearly conform to and set off the natural form. No less

decided is the change from the short, clumsy-looking craft of other days, with its bluff bows, high topsides and cocked up bowsprit, to the long, narrow, swift

Cean greyhound, fast cruiser or yacht.

Hans Busk, writing in 1858 what is considered a standard history of contemporaneous naval affairs, adopted as the frontispiece of his work an engraving of the Duke of Wellington, 130 guns, one

of the Duke of Wellington, 130 guns, one of the six three-deckers of the British navy. She was regarded as the pride of the service and as representing the essence of nautical beauty.

In another part of his work Busk gives a cut of the United States steamer Niagara, then just completed and placed in commission. He comments upon her design as follows:

commission. He comments upon her design as follows:

"The engraving • • • of the celebrated Niagara will serve to convey a very correct idea of the external appearance of this class of frigate. She has no beauty to recommend her. • • Her stern is nearly perpendicular, and her sheer is very great. Altogether, in appearance, there is nothing about her to please the eye."

It may be noted here that the picture of the Niagara given by Busk was not a

of the Niagara given by Busk was not a correct likeness of Steer's beautiful fri-gate, and his description was also faulty, but it is interesting to observe what was

the standard of beauty in English nauti-cal eyes at that time.

The ocean steamer of to-day, whether mercantile or naval, has advanced another step in evolution. It has dispensed with sails altogether and the masts are

reduced to signal poles or supports for elevated fighting towers. While this change in external appear-

ance has been taking place the alter-ations of the interior have been wholly revolutionary. First, a place had to be

found for engines and boilers. Still for a time the hulls were of wood and the increased strains of the machinery decreased the length of life of the structure. Seams that would have stood many another winter gale under canvas opened up under the continuous pounding of the machinery. It has been said that half the Atlantic has passed through the bottoms of our wooden craft to find its way overboard again through the pumps. It is very sure that the wooden steamers contributed their full share in the pumping line. This inability of wood to stand the strain of the more powerful machinary led naturally to the employment of iron.

the new material was found to fill the

UNITED STATES STEAM PRIGATE NIAGABA.

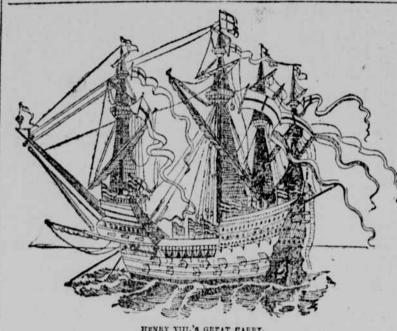
ocean greyhound, fast cruiser or yacht

THEER-DECKER DURE OF WELLINGTON.

bill to a nicety. Well constructed from hulls did not leak. But one or two frightful accidents called attention to a new danger. Iron plating was casily punctured. It had no buoyaney of itself; a hole of any size punched in the side or bottom below water and the ship sank like a stone. A bare touch or a little pounding on a rocky bottom that a wooden hull would have borne with safety was destruction to one of iron. Collisions were frequent and punctures of the plating near the stem might be occasionally expected. The result was the building of a water-tight partition across the vessel a short distance from the bow, it was called the collision builkhead. Almost the first vessel fitted with this builkhead, a

rew Alabama repeating her performances, and more effectually to close the ports of the Southern States with a blockade by cruisers from which no blockade run-ner could escape. The Wampanoa; was designed in 1863. The hull was built at designed in 1863. The hull was built at the rany yard, New York. The engines designed by Mr. Isherwood, then engineer in chief of the navy, were built at the Novelty Iron Works. Her speed for thirty-seven hours averaged almost seventeen knots, and but for the weakness of the hull this speed could have been maintained as long as the coal lasted. The Wearnerson was like the Great The Wanpanoag was, like the Great Eastern, a forced product and years ahead of her time. But what a splendid called the collision bulkhead. Almost the first vessel fitted with this bulkhead, a great trans-Atlantic liner, ran into an iceberg off the Banks, and but for this new safety device she must have gone to the bottom, as her bow was completely crushed.

It must not be concluded from the above that water-tight subdivision was in the could not exceed thirteen, here was a ship whose average maximum sustained sea speed almost reached seven-



of the picture given here of the Duke of | peint which left little to improve upon

a new idea. On the contrary, the germ of it is found in various sorts of seapong crafts hundreds of years cold it appeared in a partially developed state in the first fron naval vessels. Ericcson in the monitors developed the idea to a point which left little to improve upon the Wampanoag class as cruisers. Her real defects were largely remediable had it been thought desirable to aim so high again. For nearly twenty years her record sunexcelled. To-day only a few mergania during the contraction of the ward of the war

chant steamers and probably not a dozen men-of-war can equal her performance. After the lapse of fifteen years, during which the maximum sea speed remained about thirteen knots, the Guion line in 1879 put out the Alaska, whose average passage was almost a day less than that of any of her predecessors. From that time to the present the speed of transatlantic ships has been steadily and rapidly increasing. The City of Paris had reluced the Arizona's time by a day and a half, and ships are now in process of construction which will, beyond question, reduce it still more—possibly by half a reduce it still more—possibly by half a day. Where the competition will cease it is not safe to prophesy. Conditions change, threatening obstacles disappear or are surmounted and the progress is continuous.

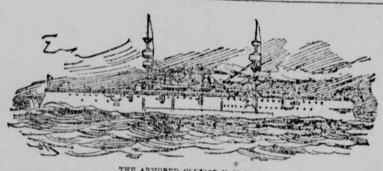
A few years ago the triple expansion en-A few years ago the triple expansion engine was a novelty. Now it is ordinary construction. The same may be said of twin screws. The advantage of the latter could not be more clearly shown than by the recent experience of the Umbria. Had she been fitted with them her voyage could have been lengthened only a few hours. At full speed with one engine developing half her normal engine power she would have jogged along at the comfortable rate of fourteen knots or thereabouts.

Wellington, the crack ship of the British navy in 1859. The chief changes observable in the seventeenth and eighteenth centuries were the gradual reduction in height of poop and forecastle, increased loftiness of spars, depth of hull and general improvement in symmetry. But But twin screws seem no longer adequate to the demands of growing levia-thans which modern constructive science thans which modern constructive science is developing. Two or three small Italian is developing. Two or three small Italian vessels have been fitted with triple screws, but as the object of the arrangement was quite different from that sought in large craft they need not be regarded further. The first triple screw vessel of considerable size to be completed is the French arranged cruiser Dupuy de Lome. Her trials, which began recently was said. eral. The compartments formed are much larger than in naval vessels, and the double bottom is not usually so extensive nor so deep as in the latter, but for the requirements of the case they are probably sufficient. The advantages of officient subdivision was recently most officient subdivision was recently most control of the trials was looked forward to with much interest.

probably sufficient. The advantages of efficient subdivision was recently most clearly shown in the escape of the City of Paris, though she had an enormous hole in her botom, and the disadvantages of inefficient subdivision were proven by the sinking of the Oregon.

Tesult of the trials was looked forward to with much interest.

A German cruiser, the Kaiserin Elizabeth, fitted with triple screws, was launched a year ago this month. She has not yet been tried and it is doubtful whether the Germans would permit accurate accounts of her trial to be pub-



The exact nature of the accident to the latter may never be known, but it is almost certain to have been due to some sort of explesion in the coal bunkers.

Having settled upon iron as the material of which future fast and large ocean going ships were to be built, it was found that the structural stiffness which could be obtained with the new materials. that the structural stiffness which could be obtained with the new material was not only sufficient to overcome the danger due to the engine power then generally employed, but it would allow any probable augmentation of the engine power with perfect safety. Increased size of vessels no longer offered any obstacles. In the exuberance of the moment the Great Eastern was constructed forty years ahead of her time. She was

not a product of healthy development, but an exotic-hot-house plant, unsuited to her surroundings. Neither trade nor travel yet demanded such proportions. Vessels were growing in size, however, and they were growing even faster in engine power. It was one of our misfortunes in the United States that we still clung to wood as a ship-building material. But our iron industries were not fully developed until after the close of the war, and wood was plentiful and cheap.

This resulted in the construction of wooden hulls for the Wampanag class

During the last decade the extension of complete water-tight subdivision to first-class merchant steamers has become gen-

lished. Consequently our own Columbia (cruiser No. 12, nicknamed the "Firate") is quite likely to be the first to afford us the desired information as to the value of the new propulsive arrangements. Her trials will, in any event, be much more interesting than the others, as her horse power is vastly greater.

So far as known the only contemplated additions to the world's togramilly field.

So far as known the only contemplated additions to the world's mercantile fleet which exceed in speed and size all previous vessels are the Campania and the Lucania, building on the Clyde for the Cunard company, and the White Star line's last venture, the Gigantic, recently ordered of Harland & Wolff, Belfast. The two former are 620 feet in length, forty ordered of Harland & Wolf, Belfast. The two former are 629 feet in length, forty feet longer than the Tentonic and sixty feet shorter than the Creat Eastern. The sross tonnage will be about 12,500, as opposed to the 10,500 of the City of Paris, the 9,700 of the Teutonic and the 8,000 of the Umbria. The new Cunarders are fitted with twin screws and the anticipated speed at sea is twenty-two knots. Under favorable circumstances this will probably be exceeded. The Campania will probably be placed on the line during the coming summer.

oming summer.

The dimensions of these vessels, great The dimensions of these vessels, great as they are, almost fade into insignificance when compared to those of the new White Star monater, which is well named the Gigantic. Full details of this vessel have not yet been given out. So far as known they are: Length over all, 700 feet; beam, 65 feet 7 1-2 inches; displacement tonnage, over 20,000; indicated horse power, 45,000; sustained sea speed, twenty-three to twenty-four knots. Triple screws will be fitted. She is thus the first merchant ship to adopt them. The power of her engines is so great that each screw will receive as much as the single screw of the Umbria or more. If the expectations of her designers are fulfilled she will reduce the record time across the Atlantic to less than five days.

Chamberlain & Co., Des Moines, Iowa, desire to inform the public that they are manufacturers of the most successful preparation that has yet been produced for coughs, colds and croup. It will loosen and relieve a severe cold in less fortunes in the United States that we still clung to wood as a ship-building material. But our iron industries were not fully developed until after the close of the war, and wood was plentiful and cheap.

This resulted in the construction of wooden hulls for the Wampandag class of cruisers. These vessels were designed during the last years of the war and were intended to prevent the possibility of a loosen and relieve a severe cold in less time than any other treatment. The article referred to is Chamberlain's Cough Remedy. It is a medicine that has won fame and popularity on its merits and one that can always be depended upon. It is the only known remedy that will prevent croup. It must be tried to be appreciated. It is put up in 50 cent and 31-bot-ties. For sale by Owens & Minor Drug Co., 1007 east Main street. ON EVACUATION DAY.

AN OLD COPY OF THE RICHMOND WHIG WHICH TELLS THE STORY.

The Paper Was Published by Consent of the Military Governor and Vividly Describes the Ruins in the City.

Mr. T. R. A. Burke, of Simons' Blank Book Company, has a most interesting relic of the late war in the shape of an old copy of the Richmond Whig, which was printed in this city on April 4, 1865, the day after the evacuation.

Mr. Burke informed me that he thought it was the only original copy of the paper in the city, and perhaps the only one in existence. Several copies have been made from it by collectors of souvenirs, and Mr. Burke has received a number of liberal offers for it. He values it very highly, however, and keeps it carefully wrapped up and stored away in a vault but he very kindly allowed me to examine it, cautioning me, however, to "handle with care."

with care."

The paper is a diminutive two-page, four-column sheet, time-worn, colored with the dust of age, and as generally disfigured as the battle scarred Confederate veterans who furnish the principal subject matter for its contents.

At the time of its publication William Ira Smith was the proprietor. In the editorial column (for there is but one) is a pathetic appeal to its readers to make

pathetic appeal to its readers to make due allowances for the various imper-fections until the turbulent situation has sufficiently subsided to permit operations on a more satisfactory basis. "The pub-lication of the Whig is resumed this afternoon with the consent of the mili-tary authorities" reads an editorial in tary authorities," reads an editorial in this connection. "The editor, and all who heretofore controlled its columns, have taken their departure. The proprietor and one attache of the editorial corps remain." Whether it was the proprietor or the attache that wrote this forlorn announceattache that wrote this forlorn announcement is not known, but the situation assumes a rather striking phase when, after stating that in a conference with General Shepley, the Military Governor, an arrangement was effected by which the paper would make a new start, he says: "The Whig will therefore be issued rereafter as a Union paper."

Another paragraph which aroused my sympathy was this: "Several days will clapse, we suppose, before business is actively resumed. Still there are stocks of goods in the city, and others will be

of goods in the city, and others will be introduced by loyal persons who may be authorized to carry on trade in Rich-

The city was draped in darkness at The city was draped in darkness at the time. The gas supply was cut off, and the eastern part of the city in particular was a charred chaos of ruin. "By reason of the turning off of the gas." says the writer, "the proprietors could only publish an afternoon edition of the paper." paper The following amusing letter from ex-

"Confederate States of America, "War Department, "Richmond, Oct. 19, 1863. 'Alex. Moseley, Esq.:

"Dear Sir,—How do you stand the quiet of the country? I hope it palls in these stirring times. We miss your trenchant pen, and would rather have you sowing tares for the enemy, than wheat for our selves. Are you too great a foe to improvements to allow yourself to be present. pressments to allow yourself to be pressed again into harness? I wish you would at least lend me a hand to drag us out of the dis-financial slough in which we are floundering worse and worse each day. "Very truly yours,

"JAS. A. SEDDON."

This letter was captured from the Confederates during General Sheridan's well-known expedition through the ...aliey of

In the local columns of the paper an account of the evacuation proper is published. "The evacuation of Richmond," is reads. "commenced in earnest Sunday night, closed at daylight Monday morn-ing with a terrific conflagration, which was kindled by the Confederate authoritiles, wantonly and recklessly applying the torch to Shockoe warehouse and other buildings, in which was stored a large quantity of tobacco."

"We can form no estimate of the number of houses destroyed, but, public and private they will certainly number six or vate, they will certainly number six or

eight hundred."

In enumerating some of the most prominent buildings destroyed, the writer mentions the Bank of Kichmond, Traders'
Bank, Bank of the Commonweaith,
Farmers' Bank, the American Hotel, the
Columbian Hotel, the Dispatch office and
job rooms, Beivin's block, the Examiner
office, engine and machinery rooms, the
Confederate Postoffice Department building, the State court-house, Mechanics' Ining, the State court-house, Mechanics In-stitute, the Confederate arsenal and la-boratory, and numerous others in that

boratory, and numerous others in that vicinity.

Then follows a description of the general appearance of the streets after the fire: "At sunrise Monday morning," continues the scribe, "Richmond presented a spectacle that we hope never to witness again. The streets were crowded with furniture and every description of wares, dashed down to be trampled in the mud, or burned up where it lay. Next to the river the destruction of property has been fearfully complete. For the distance of half a mile, embracing upwards of twenty blocks, the scene presents one waste of smoking ruins, blackened walls and broken chimneys."

The destruction of life on the outskirts of the city was, indeed, pitiable. When the powder magazine in the suburbs was blown up early on Monday morning, the shock was fearful, jarring every house in the city, extinguishing the gas, and shattering a great quantity of glass in dwelling-houses. Some thirty or forty people living in the vicinity of the magazine were killed or wounded."

In speaking of the damage, the writer says: "Of course, we cannot be expected at this time to enter into an estimate of the losses, but they are immense, and will amount to hundreds of millions of dollars."

The City Council ordered all the liquor

The City Council ordered all the liquor in the city to be destroyed. In speaking of this, the reporter says: "The gutters ram with a liquor freshet, and the fumes filled and impregnated the air. Some strangling Confederate soldiers managed to get hold of a quantity of liquor. From that moment law and order ceased to exist; chaos came, and a Pandemonium religned."

exist; chaos came, and a Pandemonium reigned."

The account of the blowing up of Confederate iron-clads in the river is followed by a brief description of the burning of Mayo's and the Danville railroad bridges.

The paper contains in addition, interesting clippings from Northern journals, commenting on the situation in the South; also, valuable letters from the War Department, and other reading matter, which would prove highly entertaining to the old ex-Confederate soldier, as well as to the student of the history as well as to the student of the history of the civil war. I doubt if Mr. Burke would allow his treasure to leave his hands, however.



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